



# County of Fairfax, Virginia

## MEMORANDUM

**DATE:** December 30, 2012

**TO:** Members, Board of Supervisors

**FROM:** Tom Biesiadny, Director  
Department of Transportation

**SUBJECT:** Update on Operational and Feasibility Analysis of Dulles Toll Road Ramps into Tysons

In response to the Board of Supervisor's request on November 20, 2012, this memorandum is an update on the Operational and Feasibility Analysis of Dulles Toll Road Ramps into Tysons. The Fairfax County Department of Transportation (FCDOT) has been conducting this study of Dulles Toll Road Ramp connections into Tysons as a follow up to the Board's approval of the Tysons Comprehensive Plan Amendment in June 2010. FCDOT expects a significant number of future Tysons residents and workers to use transit and other high occupancy modes of transportation and is working to maximize the number of travelers using these options. However, there will still be a need to improve vehicular access into/out of Tysons from the Dulles Toll Road to support the 85,000 additional residents and 100,000 additional workers that are envisioned by the Comprehensive Plan Amendment.

FCDOT's analysis is looking at the possibility of new ramps in three general locations: West of Route 7; between Route 7 and Spring Hill Road; and east of Spring Hill Road. FCDOT is specifically studying which of these ramps and/or combination of ramps provides the greatest collective benefits to Tysons. The study is also looking at the impacts of these ramps on adjacent neighborhoods and the costs of the various options, among other things.

In the area west of Route 7, the study is evaluating a connection from Dulles Toll Road to Boone Boulevard extension, a new road that the plan envisions to be located parallel to Route 7. FCDOT has looked at four options for this connection. One of the options is located along a resource protection area (RPA) on the west side of Tysons. The other three options involve various ramp configurations at the Sheraton site located at Route 7 and the Dulles Toll Road.

This operational and feasibility analysis is not being conducted at the same level of detail as a federal Environmental Impact Statement (EIS). However, information from this study will be used in the EIS process, before any of the ramp options are constructed. As such, FCDOT staff believed that it was important to evaluate all ramp options and document the benefits of and problems with each option.

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Although the operational and feasibility analysis of the four options west of Route 7 is not entirely complete, FCDOT staff believes that enough information has been collected to conclude that there are other viable options for this ramp, and the option along the RPA can be eliminated from further study.

The other three options are being coordinated with JBG, the developer of Sheraton site, and are being analyzed in combination with ramp connections in other locations in Tysons. While each of the three remaining options for this ramp has significant challenges of their own, these challenges are not as significant as those associated with the ramp and roadway along the RPA.

In the upcoming months, FCDOT and our consultants will analyze all the remaining ramp options into Tysons, including their ability to address future Tysons traffic demands, their impacts on Dulles Toll Road and their impact of adjacent neighborhoods and developments. The project will continue to be coordinated with all the stakeholders.

FCDOT will present information regarding our analysis of the Boone Boulevard ramp option at the Board Transportation Committee on January 15, 2013, and answer questions. The entire operational and feasibility study is expected to be complete in Spring 2013.

If you have any questions or would like additional information, please call Seyed Nabavi at (703) 877-5759 or me at (703) 877-5663.

cc: Edward L. Long Jr., County Executive  
Robert A. Stalzer, Deputy County Executive  
Catherine A. Chianese, Assistant County Executive  
Karyn Moreland, Acting Chief, Capital Projects and Operations Division, FCDOT  
William Harrell, Senior Transportation Planner, Capital Projects, FCDOT  
Seyed Nabavi, Transportation Planner, Capital Projects, FCDOT  
Dan Rathbone, Chief Transportation Planning Division, FCDOT  
Barbara Byron, Director, Office of Community Revitalization  
Fred Selden, Director, Department of Planning and Zoning  
John Dargle, Director, Fairfax County Park Authority

32. **REVIEW OF BEREAVEMENT LEAVE POLICY** (12:41 p.m.)

Supervisor Hudgins said that it has come to her attention that a review of the Bereavement Leave Policy is needed.

Supervisor Hudgins explained that according to the Bereavement Leave Policy, in Chapter 10.25 of the Personnel Regulations and available on the County's internal website: fairfaxNET, under Leave Options:

- *In the event of a death occurring in the employee's immediate family or household, full-time merit employees are eligible for 16 hours (Fire & Rescue, 24 hours) bereavement leave per calendar year.*

For full time merit employees, 16 hours equates to two work days. For Public Safety (Police and Fire and Rescue Departments) in certain cases, 16 hours of Bereavement Leave may not be sufficient to cover even one entire shift.

In recognition of the fact that public safety employees routinely work 12 or 24 hour shifts, 24 hours of bereavement leave may be given for full time 24-hour shift fire protection employees, which would allow one day of leave.

Therefore, Supervisor Hudgins moved that the Board direct staff and the Personnel Committee to review the existing Bereavement Leave Policy with a goal of making that policy equitable for all employees. Supervisor Cook seconded the motion.

Following discussion of the motion, the question was called on the motion and it carried by a vote of nine, Supervisor Hyland being absent.

33. **DULLES TOLL ROAD RAMP STUDY (HUNTER MILL DISTRICT)** (12:43 p.m.)

Supervisor Hudgins noted that Department of Transportation (DOT) staff has been conducting a study of ramp connections from the Dulles Toll Road into Tysons, as a follow up to the Board's approval of the Tysons Comprehensive Plan Amendment in June 2010. There are three additional access points from the Toll Road into Tysons identified in the Plan amendment. Two of these access points have multiple options. One of the options for the connection from the Toll Road to Boone Boulevard Extended is adjacent to a Resource Protection Area. This option is one of four being studied for the connection from the Toll Road to Boone Boulevard Extended; it has raised significant concern among the adjacent communities, particularly to the west of Tysons.

Supervisor Hudgins explained that while the current study is a precursor to a full Environmental Impact Study (EIS), staff expects to have initial results regarding

the alternatives by the end of this calendar year. In addition, staff will be discussing the results with the Virginia Department of Transportation (VDOT).

Supervisor Hudgins noted the following:

- Green space has been a critical need in Tysons. Staff advocated to developers and other entities the value and benefit of green space in Tysons. Ramp Option 3 would effectively take away green space at a time where the County is looking for additional green space to add to its assets. Hunter Mill District Planning Commissioner Frank De la Fe explicitly directed staff to protect this natural buffer. It is a no brainer that the RPA area is not the right place for a ramp; if anything the stream valley should be enhanced.
- A ramp from the Dulles Toll Road would dump hundreds of vehicles a day onto the future local grid of streets. The ramp would be a visual detriment to the transit oriented development being built and conceived at the Spring Hill metro station. In an effort to build a livable, walkable community, we need to reevaluate whether this is the best means to our goal.

As a result, Supervisor Hudgins moved that the Board direct staff to summarize its findings and recommendations on the options for a ramp to Boone Boulevard Extension by the end of calendar year 2012 and present these findings/recommendations comparing the options to the Board at its Transportation Committee meeting scheduled for January 15, 2013. She urged that the Option 3, through the RPA area, be excluded as a viable option. Supervisor Foust and Supervisor McKay jointly seconded the motion.

Following discussion, regarding Option 3, Supervisor Herrity recognized the presence of Delegate Barbara J. Comstock, in the Board Auditorium. He noted that she presented a letter in support of the motion.

Following a question regarding a letter from the Trails and Sidewalks Committee, Supervisor Hudgins stated that she would distribute it to Board Members.

The question was called on the motion and it **CARRIED** by a recorded vote of five, Supervisor Frey voting "NAY," Supervisor Cook, Supervisor Herrity, and Supervisor Smyth abstaining, Supervisor Hyland being absent.

34.

**RESTON DESIGNATED ONE OF THE BEST SMALL COMMUNITIES IN THE UNITED STATES (HUNTER MILL DISTRICT)** (12:57 p.m.)

Supervisor Hudgins referred to her written Board Matter which outlined the history of Reston.